



MONTANA AERONAUTICS COMMISSION

October, 1969

JOHNSON'S RECEIVE AWARD OF HONOR

Word has been received that Johnson Flying Service, Missoula, was one of six scheduled and two certified supplemental airline carriers to be named recipients of the Award of Honor by the National Safety Council. The Award of Honor is the highest award presented by the Council and this is the third consecutive year that Johnson Flying Service has been recipient of this coveted award.

The Award of Honor is granted annually to only companies that operate during the calendar year without a fatal accident and has an accident rating lower than the average for the past three years.

The council's 33 year old award program was originated to recognize and encourage safe operation of civil aircraft by both scheduled and certificated supplemental airlines operating under the United States flag.

Awards are presented on data supplied by the Bureau of Aviation Safety, National Transportation Safety Board.

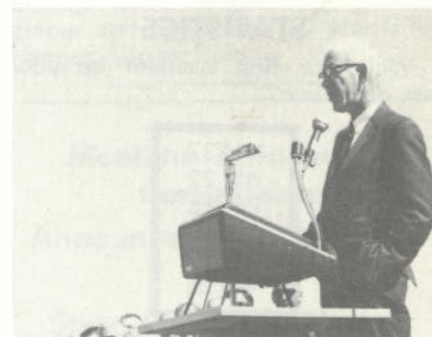
MAC extends "Congratulations" to Johnson Flying Service.

READERS PLEASE NOTE

During the absence of Mr. Lynch, the Commission has named Assistant Director, James H. Monger as Acting Director.

GLENDIVE DEDICATION DRAWS EXCELLENT CROWD

Charles Lynch, MAC Director, was the featured speaker for the dedication ceremonies and Ivan Tichenor was master of ceremonies. Mayor Phil Auble gave special recognition to airport commission chairman, David Price, for his extraordinary efforts towards the development of the new facility.



Glendive—MAC Director Lynch presenting the main dedication address.

Mr. Jack Walker of Shell Oil spoke briefly on the appreciation of the various businesses in the community to whom air facilities are so vital.

A congratulatory telegram was read from Senator Mike Mansfield.

Mr. William Wenzel, Wenzel and

(Continued on page 2)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**City/County Airport
Box 1698**

Helena, Montana 59601

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Charles A. Lynch, Director

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STATISTICS

Will your **first** accident be your
last day alive?

61/37
65/22
78/18
69/18
56/19
48/25

**ACCIDENT
TOTAL FATALITIES**

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 To-Date	48	25

**USE YOUR MONTANA
FLIGHT PLAN SERVICE**

Glendive—continued from page 1
Company Engineers of Great Falls, consultants on the Glendive project, presented a plaque commemorating the construction and the dedication of the airport. The plaque will be placed on the airport terminal.

AIR SHOW

The air show featured stunt flying and aero acrobatics by John Burns of Sidney and a parachute exhibition. The parachutists were Bob Hofffield of Glendive, Burr Satterfield, Billings and Doug Booth of Oakland, California.

New aircraft and a home built were displayed and there was a demonstration of electronically controlled model aircraft. The home built is owned by Phil Petrik of Sidney. Petrik, age 17, has been working on the aircraft since age 15.

**THREE PILOT SEMINARS
TO BE HELD**

GREAT FALLS—October 15.

A pilots' weather seminar will be held at the Rainbow Hotel, Great Falls, the evening of October 15th 7:00 p.m. until 10:00 p.m. Presentations will be made by the U. S. Weather Bureau, FAA's Air Traffic Control and General Aviation District Office No. 9 and the Montana Aeronautics Commission.

Pilots in GADO No. 9 area will receive detailed information from the FAA in the immediate future.

MISSOULA—October 16.

A similar pilot's weather seminar will be held at the facilities of the Missoula Vocational Technical Center, 909 South Avenue West on the evening of October 16th, from 7:00 p.m. until 10:00 p.m. Further information will be forwarded from GADO No. 9.

BILLINGS—November 1st.

A one day seminar will be held at the Rimrock Room of the Northern Hotel on November 1st, from 8:00 a.m. until 5:00 p.m.

A dinner and dance sponsored by the Billings MPA will be held in the Gillis Aviation Hangar on Logan Field. Social Hour—7:30 p.m.—Dinner 8:30 p.m. followed by entertainment and dancing. All pilots and guests are invited to attend.

Seminar

Registration 8:00 a.m. Sessions will be held on FAA Regulations

Parts 61 and 91. Presentations will be made by guest speakers and GADO No. 1 personnel. Aircraft maintenance for pilots and owners. Meteorology—Air Traffic Procedures, Aviation Medicine and Aviation Safety and Flight Maneuvers.

ALL PILOTS ARE URGED TO ATTEND THE SEMINAR IN THEIR AREA.

REMEMBER THE DATES:

Great Falls—October 15; Missoula—October 16 and Billings—November 1st.

**FRONTIER REQUESTS
PERMISSION TO SUSPEND
SERVICE**

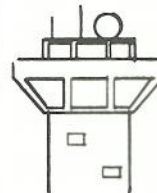
Frontier Airlines has formally requested permission from the Civil Aeronautics Board to suspend air service to seven Montana Cities and one in North Dakota. Frontier wishes to halt services to Lewistown, Havre, Glasgow, Wolf Point, Sidney, Glendive, Miles City and Williston, North Dakota.

Frontier President E. Paul Burke stated that "severe operating losses for the past two years is the basis for the application".

On September 23rd, the Northern Plains Transportation Council decided to oppose the application by Frontier to suspend service.

HEARING

The Montana Aeronautics Commission will hold a consolidated public hearing on October 14 to hear testimony on applications by companies interested in obtaining the routes that Frontier wishes to abandon. At the present time applications have been received from Montana Airways, Inc. of Great Falls and Apache Airlines of Phoenix, Arizona. Combs Airways, Billings, is supporting the application of Apache Airlines.



TOWER

OPERATIONS

August, 1969

	Total Operations	Instrument Operations
Billings	11,077	1,779
Missoula	10,319	84
Great Falls	9,973	1,609
Helena	4,823	207

FAA PROPOSES AIRWAY BEACON REMOVAL

The Federal Aviation Administration has announced they are evaluating the following proposal: Discontinuance of FAA airway light beacons in the State of Montana located at: Bozeman, Bozeman Pass, Homestake Pass, McDonald Pass, Montana City, Sherman Gulch, Silver Bow, and University Mountain.

The FAA states, "the airway beacons were originally installed as a part of the lighted airway system. Today the continued operation and maintenance of these beacons does not appear to provide a public service commensurate with costs involved. This is particularly apparent when considered in the light of modern day electronic navigational aids available to pilots in the area."

"Before making a decision on this proposal the FAA will afford all interested persons an opportunity to comment on its acceptability. Comments received by November 1, 1969, will be considered. **Comments should be addressed to Chief, Air Traffic Branch, Minneapolis Area Office, 6301—34th Avenue South, Minneapolis, Minnesota 55450.**"

PILOTS: The Montana Aeronautics Commission would like to review for you that following the 41st Legislative Session, January-February, 1969, due to budgetary limitations created by the Legislature, the Montana Aeronautics Commission re-evaluated all programs operated by the Commission in the State of Montana. One of these programs evaluated was the operation of twelve State-owned airway beacons in Montana, in conjunction with the eight FAA-owned and operated airway beacons still existing. (Listed above).

The enthusiastic response for the retention of the State operated twelve units of the airway beacon system was phenomenal. The decision was made by the Commission that the airway beacons served an important night VFR function, especially in mountain areas, and during weather conditions of something less than unlimited CAVU. The decision was made to retain the entire system of twelve under the present operating status for an indefinite period of time. The responses showed the ratio was 200 to 3 for retention of the beacon system and included as-

sociation action, incorporating the opinions of many; such as the Malta Montana Pilots Association, the Montana State University Flying Club, the Dillon Montana Pilots Association and the Montana Army National Guard units. The majority were individual pilots.

Following are only two comments earlier received regarding the Airway Beacon System: "I have been in the air in Montana as a private pilot since 1945. Mountains that we fly in western Montana and central Montana are not the best places for radio reception. The omni range does not tell you on a black night that there is a hill between you and the station, or how high it is."—"To the VFR pilot, and especially to the inexperienced VFR pilots, night time is a time to be on guard. Remember, many of your VFR night pilots today are conducting exactly the same type of operation that the old timer did in the '30's and he is the pilot for which they originally installed the beacon system."

"We do not have the flat terrain in Montana where continuous visual contact with cities and towns can be maintained for great distances. We have many obstacles in between and this hazard is nearly eliminated by the airway beacons being in operation."

We would like to emphasize that it has always been the contention of the Montana Aeronautics Commission that the eight airway beacons retained and operated by the FAA actually are even more strategically located and even more important than the twelve operated by the State of Montana.

OPERATORS, PILOTS AND AIRCRAFT OWNERS—We urge that you comment on this proposal immediately! Deadline is November 1. Send your comments to: Chief, Air Traffic Branch, Minneapolis Area Office, 6301—34th Avenue South, Minneapolis, Minnesota 55450. The Montana Aeronautics Commission would appreciate receiving a carbon copy of your comments on this matter.

Remember that winter daylight hours are few and plan your flight accordingly. If your night time experience is limited, be aware that night operation in winter can pose a special hazard all its own.



CALENDAR

October 7, Butte — Bid opening on runway extension project. (2:00 pm).

October 11, Chinook — Montana Flying Farmers and Ranchers' Annual Convention.

October 14, Helena — Public Hearing on Montana Commuter Service. Hearing will be held in the Highway Department's Auditorium, Roberts Street Entrance.

October 15, Great Falls — Pilots Weather Seminar—Rainbow Hotel. 7:00 pm to 10:00 pm.

October 15 & 16, Helena — Montana Aeronautics Commission's monthly meeting.

October 16, Missoula — Pilots Weather Seminar—Missoula Vo-Tech facilities, 909 South Avenue West, 7:00 pm to 10:00 pm.

October 20-24, Salt Lake City, Utah — National Association of State Aviation Officials' annual fall conference.

October 30, Cape Girardeau, Missouri — National Pilots' Association annual membership meeting and fly-in. Members and non-members are welcome. For further information write: NPA—806 15th Street, N.W., Washington, D. C. 20005

November 1, Billings — One day pilot seminar presented by GADO 1. Rainbow Hotel, 8:00am—5:00pm. Billings MPA Hangar will sponsor dinner and dance at 7:30 pm—Gillis Hangar, Logan Field.

**Montana Aeronautics
Commission
Announces the Operation
of the
State Owned H-Marker
on the
Broadus Airport
commencing 9/25/69
Frequency 335 Khz
Identifier "BDX"
Public Use VFR**

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Broadus—The Powder River County Commissioners have expended approximately \$28,000 for asphalt paving of the runway at Broadus. The paving project also included the stub taxiway and aircraft parking apron. Northwest Engineering of Rapid City, were the contractors on the project and a public dedication of the facility was held on September 21.

Miles City—The Miles City Airport Commission retained the engineering firm of Ken R. White Company of Helena and Denver to conduct a pavement study on the Miles City Airport. The Montana Aeronautics Commission participated in this study by granting \$1,000 to the local Board. This action was approved by the Aeronautics Commission at their September 11 meeting in Helena. The Miles City Board is concerned over their pavement strength due to its age as well as the fact that the airport is receiving more jet traffic which primarily is a Military Airlift Command DC-9 transporting patients to and from the Veterans Hospital at Miles City.

West Yellowstone—The Yellowstone Airport facilities are closed for the season. No services are available and the runway lights, beacon and H-marker are turned off until next spring. The airport will remain open for daytime use only, at pilot's discretion. The first snowfall will probably physically close the field. A pay telephone is available by the terminal building.

Great Falls—The Great Falls Airport Commission is in the process of reconstructing a portion of Runway 21. The failed area is 200 feet in length and 150 feet wide. The City retained Northern Testing Laboratories to study the remaining portion of Runway 3/21 for possible failed areas. You will notice from the photo that Great Falls International is now receiving 727's, 737's,



Great Falls International—Airport Manager, Tom Palmer discusses construction with Dave Rask and Russ Josephson, FAA GADO #9 and two unidentified construction personnel.



Logan Field, Billings—Under Construction

720's and 707's. The Montana Aeronautics Commission assisted Great Falls in financing this project and other appurtenant work with a \$70,000 airport improvement loan.

Billings—92,000 square feet of concrete ramp is now being constructed at Billings Logan Field. The ramp area is designed to facilitate the DC-10 aircraft which is programmed to serve Billings in 1973. The concrete ramp will increase the jet parking capabilities from the present three gates to seven. Project completion is to be in mid-November and the total cost is approximately \$201,000. The project is being paid for solely from Billings Logan Field

funds. Copp Construction Company is the prime contractor.

Billings received no bids on their recent advertisement to sell two million dollars worth of revenue bonds. They will readvertise at a later date. The bonds will finance a major addition to the terminal building, consisting of second level loading.

Butte—The Silver Bow County Airport Board will open bids in Butte on October 10 at 10:30 a.m. for the extension of the North/South runway at Butte. The 843 foot extension will take place on the north end of the runway and will make a total runway length of 9,000 feet.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Geiger, Richard E.—Valier
Harwood, Charles E.—Anaconda
Bakken, David L.—Billings
Salisbury, Wilson—Glendive
Bartlett, Noel—Billings
Nevis, Joseph R.—Billings

PRIVATE

Neufeld, Kenneth L.—Chinook
Moss, Darryl E.—Kalispell
Barnes, Clarence M.—Great Falls
Allen, John R.—Helena
Lee, Earl M.—St. Ignatius
Haugland, Kenneth C.—Butte
Lee, John S.—Helena
McClure, Lawrence R.—Lincoln
Ilvedson, Reidar K.—Helena
Robinson, Donald—Zortman
Erickson, Bruce A.—Livingston
Sudan, Billie P.—Bigfork
Betts, Marjorie B.—Hamilton
Eiesenman, Larry K.—Missoula
Stevenson, Mike J.—Missoula
Knight, Thomas C.—Great Falls
Taylor, Wayne A.—Fairfield
Satterlee, Ruth A.—Whitefish
Walker, Alfred G.—Arlee
Brabham, Donald R.—Philipsburg
Bergh, Gerald N.—Hamilton
Harrell, Arthur S.—Helena
Schock, Marvin G.—Choteau
Crosson, Keith K.—Great Falls
Burke, James R.—Helena
Knox, Charles E.—Helena
Hatch, Mark A.—Malta
Pew, George R.—Missoula
Goddard, Floyd J.—Belgrade
Knudsen, Carl—Whitewater
Harwood, Charles E.—Anaconda
Hansen, Lyle H.—Missoula
Erickson, William L.—Havre
Buchanan, Judith K.—Billings
Sharbono, Loren D.—Glendive
Campbell, Thomas W.—Seattle, Wash.
Iverson, Donald B.—Fairview
Padgett, Kenneth H.—Grass Range
Glatz, Dana B.—Winnett
Knierim, John D.—Glasgow
Connell, Martin R.—Glasgow
Wilson, A. Lee—Hysham

LeClair, Martin—Billings
Saier, Alarich F.—Ennis
Standish, John M.—Big Timber
Rule, Robert E.—McCleod

COMMERCIAL

Whitt, Sidney G.—Kevin
Alexander, Paul B.—Missoula
Justesen, Edgar—Baker
Hungerford, Donald W.—Billings
Turner, Henry S.—Sidney
Larson, Larry L.—Billings
Abbey, Dennis R.—Ronan
Sweeney, John P.—Billings

INSTRUMENT

Widmer, Gilbert F.—Bozeman
Ruibal, Julian A.—Brighton, Colo.
Lohrenz, Leslie—Cody, Wyo.

MULTI-ENGINE

Christensen, Robert P.—American
Falls, Ida.
Oyler, Enos T.—Manhattan
Spatzierath, Edward M.—Billings
Voak, Frank W.—Cody, Wyo.
Thompson, Vernon E., Jr.—Sidney
Shore, Erle M.—Billings
Petty, John J.—Hot Springs, S. D.

A T R

Fisher, Herbert B., Jr.—Manhattan

FLIGHT INSTRUCTORS

Wight, Harold E.—W. Yellowstone
Ruward, Ronald K.—Salt Lake City,
Utah
Carter, Curtis D.—Miles City

FLIGHT INSTRUCTOR INSTRUMENT

Brutosky, Boyce A.—Sun River
Gilson, John V.—Moses Lake, Wash.
Ruward, Ronald K.—Salt Lake City,
Utah

BASIC GROUND INSTRUCTOR

Van Campen, Morris R.—Miles City

ADVANCED GROUND INSTRUCTOR

Crossman, Gary G.—Missoula

INSTRUMENT GROUND INSTRUCTOR

Crossman, Gary G.—Missoula

GOLD SEAL

Stevenson, Mary L.—Missoula

FLIGHT INSTRUCTOR ROTOCRAFT

Rankin, David E.—Missoula

AIRFRAME MECHANIC

Wudel, Albert R.—Helena
Mathis, Theodore E.—White Sulphur
Springs
Zimmer, James R.—Highwood
Ore, Juris—Helena
Szudera, Gregory J.—Helena

Steffens, Joseph P.—Helena
Mitchell, William B.—Malta
Kangas, Gail A.—Mitchell, S. D.
Wilhelm, Clayton D.—Helena
Roth, Doyle R.—Missoula
Carmichael, Marvin D.—East Helena

POWERPLANT MECHANIC

Kangas, Gail A.—Mitchell, S. D.
Hills, Martin E.—White Sulphur Spgs.
Tilton, Dennis D.—Helena

SENIOR PARACHUTE RIGGER

Youngquist, Gary J. (Back & Chest)
Missoula
Lennon, Mark J. (Back Type Added)
Gladwin, Mich.
Snell, John A. (Back & Chest)—
Chattaroy, Wn.
Weber, Gerard R. (Back & Chest)—
Missoula
Dayton, Robert L. (Back & Chest)—
Holt, Mich.
Stutzbach, Stephen J. (Back & Chest)
—Richmond Hill, N. Y.
Mathews, Edward E. (Back & Chest)—
Missoula
Harsh, Charles C. (Back & Chest)—
Hurley, N. M.
Lowman, Benney J. (Back & Chest)—
Hamilton

MPA FALL FLY IN

The Yogo Inn in Lewistown was the location for the Fall Fly In of the Montana Pilots Association. Pilots and wives arrived around noon on Saturday, the 13th, in time for the afternoon Board of Director's meeting. The meeting was conducted by the State MPA President Milton Schrank of Jordan. That evening a Hospitality Hour was held followed by a baron of beef dinner and then two movies were shown by Mrs. Majerus of Lewistown.

A frontal system moved through the Lewistown area in the afternoon, therefore the attendance was quite poor. The Garfield Sky Riders MPA Hangar had the best attendance, followed by Billings. Thirty pilots had signed in prior to the completion of the Board of Director's meeting and approximately sixty were in attendance at the dinner.

It was agreed by the Board of Directors that an invitation would be made to one of the astronauts from the NASA Space Center to be the banquet speaker at next spring's annual MPA convention in Miles City.

ALWAYS FILE A FLIGHT PLAN

AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**
Aviation Education Supervisor

The summer is now fond memories, but some summer activities have not yet been reported. The newest aspect of summer aerospace teacher training is among these and deserves attention.

The third of three summer aerospace courses co-sponsored by the Office of the Superintendent of Public Instruction and the Montana Aeronautics Commission was presented at Western Montana College in Dillon. The Western Montana College course represented a new phase in aerospace education in Montana. The Dillon course was a Level II or advanced course. While the other two courses were general survey courses to assist the teachers in all subject matter areas, the Level II course at Dillon was intended to prepare teachers to teach full-time aviation-aerospace courses.

The course instructor at Western was Walt Hall of Laurel, Montana. Walt is presently a biology instructor at Billings West High. He holds a commercial license and has flight and ground instructor ratings. Nineteen teachers were enrolled in the course at Western.

Dolores Colburg, State Superintendent of Public Instruction, helped to inaugurate this new phase of aerospace education in the University of Montana System. Mrs. Colburg welcomed the teachers to "a course which should be of great interest . . . a course which should be a stimulating and rewarding experience" for them. She went on to say that she was "interested in the aerospace education program and would like to see it expanded and improved." The State Superintendent acknowledged that her attendance at the Western course and at the other courses was only possible because of air travel, a true testimonial for the significance of aviation in today's world.

The Level II course at Western consisted of a more formalized classroom study that was the case for Level I courses at Eastern Montana College and Northern Montana College. Walt Hall presented classroom material. In addition to Mrs. Colburg, visitors included Max Ogle, Education Specialist for the Rocky Mountain Region of the Civil Air Patrol; Bill Horvath, NASA lecturer; and Duane Jackson, Aviation Education Supervisor. Bill Horvath was at Western two days with the NASA Spacemobile.

Special features of the aerospace course at Dillon were two 45-minute periods of flight instruction for each student and a field trip to West Yellowstone. Special commendation and thanks go to the local pilots who assisted with the field trip. They included Fred Kistler, Andre Morris, Ed Doty and Byron Bayers. There is a long list of other Dillon area pilots who have assisted with aerospace field trips in the past.

The Level II Aerospace Course at Western was well received and with some refinements and alterations will be retained as a part of the summer aerospace education program.

FAA INSPECTORS CORNER



By **ROGER RIGGINS**
Accident Prevention Specialist
GADO No. 1, Billings

OIL COMPANY REPRESENTATIVE DIES IN PLANE CRASH

"Student Pilot John W. Jones, age 47, died in the flaming wreckage of his private plane near here Sunday afternoon. Mr. Jones is survived by his wife, Betty, and three children, ages 3, 5, and 9 years.

Witnesses, in this case, relatives of Mr. Jones, stated that Mr. Jones took off from a wheat stubble field located on his father's farm. After take-off Mr. Jones circled the farm and made a low pass directly toward the farm house. Prior to reaching the house, the aircraft made a slight turn toward an adjacent cattle barn. At the last possible moment the aircraft pulled up to miss the barn. The landing gear struck the barn roof pulling the aircraft into a nearby

high tension line. Observers stated that the Stinson aircraft was on fire before it crashed to the ground.

Due to the heat and flames, relatives were unable to help the pilot. It was believed however that he died instantly in the crash."

The above article appeared in a Midwestern newspaper several years ago. A closer investigation would have revealed the following:

Mr. Jones began taking flying lessons from a young flight instructor at a small uncontrolled airport. He was an apt student and soloed the J-3 Cub after 7 hours of instruction.

Approximately 3 weeks after he soloed, Mr. Jones bought one third interest in a Stinson Voyager. His partners were pilots who had been flying several years. As most of their flying was from uncontrolled airports, they had little regard for rules and regulations.

Mr. Jones received his dual cross-country training in the Stinson and on one occasion his instructor landed at his (instructor's) father's farm.

After Mr. Jones' Student Certificate was endorsed for solo flight in the Stinson, and endorsed for solo cross-country, he refused to take any further training from his instructor. It seemed he preferred to fly with his pilot friends.

After the accident it was learned that Mr. Jones had flown to his father's farm on previous Sundays for lunch. On occasion he had taken friends and family for airplane rides from the farm field.

Summary: Fact or fiction? Regardless how you interpret this article, it does bring out a number of points:

Do we, as flight instructors and experienced pilots, always set an ideal example for novice pilots to follow? Sure, we may be able to take off or land in a shorter field than someone else, but is it setting a good example?

Isn't it irritating to see a professional pilot make a straight in approach after you have spent considerable time showing your student the recommended traffic pattern entry and departure?

"Buzzing" is dangerous for any pilot, but it is extremely more so for the inexperienced student pilot.

Set a good example for all novice pilots to follow—you will be glad you did.

CARL HUTCHINSON RE-ASSIGNED TO MONTANA BY FAA

Carl A. Hutchinson has been named FAA's Electronics Inspector for the State of Montana. Carl will be stationed in Billings and will cover both GADO No. 1 and GADO No. 9, Helena.



Carl A. Hutchinson

Carl, born in Williston, North Dakota, graduated from Custer County High School in Miles City. He served in the United States Navy from 1949 until 1953 as an Aviation Electronics Technician. He served two tours of duty during the Korean Conflict aboard the U. S. Boxer and the U. S. Kearsarge.

Carl joined the FAA in August 1956 and was assigned to Billings as Electronic Technician—transferred to Dillon until 1962—then to Minneapolis as flight inspection technician. Since 1965 he has been in the Minneapolis GADO as general aviation electronics inspector.

Carl has received specialized training at the FAA Academy in Oklahoma City on: Communication Equipment; VOR; Flight Inspector Technician; Maintenance Indoctrination; aircraft instruments and auto pilots; and auto pilot specialist.

Carl's wife Phillis is a former FAA employee of 23 years and his mother Mrs. Clara Hutchinson resides in Miles City.

It can be said, without fear of contradiction, that something is badly wrong when people are so thoroughly absorbed in making a living that they have completely forgotten how to make a life.

DENSITY ALTITUDE AND MODEL AIRPLANES

By JESS LARSEN
GADO No. 1

Jess Larsen, new General Aviation Maintenance Inspector at GADO No. 1, Billings finds the higher altitude of Montana have a definite operational affect on his radio controlled model airplanes.

Jess, who has built and flown model airplanes for many years in the St. Paul-Minneapolis area, moved to Billings in June. He is now active in the Billings Flying Mustangs Radio Control Club.

Jess brought a new low wing high performance model with him from St. Paul. It is powered by a Enya "60" engine and an eleven inch diameter, seven and a half inch pitch propeller was used. He found at the Club's flying field (elevation approximately 3200 feet) the model didn't seem to hop into the air and perform like it did back home (elevation approximately 800 feet), especially on a 90° F. day. He learned if he used a higher pitch propeller of the same diameter he had better performance at these higher altitudes.

The Club had a fun fly at the Red Lodge airport the latter part of August. This airport is located approximately sixty miles southwest of Billings at the foot of the Bear-tooth mountains (elevation 5762 feet). Jess discovered he had to use an eight inch pitch propeller and it took more air speed and runway before his RC model would get airborne. The model seemed a great deal faster in the less dense atmosphere and also landed much better. Fun was had by all and Jess's only comment was, "There's a lot of clear, clean sky in this 'Big Sky Country'."

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	Oct.	Nov.	Dec.
Culbertson	8		3
Glasgow		5	
Glendive			
Great Falls	9	6	4
Lewistown	22	19	17
Miles City	23	20	18
Missoula	23	20	18
Sidney			

Each year it takes less time to fly around the world and more time to drive to work.

LOCATOR BEACON DEMONSTRATED IN MOCK SEARCH

On September 21st the Cut Bank Hangar of the MPA sponsored a demonstration of the downed aircraft locator beacon and a simulated search and rescue mission. MAC's Safety and Education Officer, Jack Wilson, demonstrated the proper use of the Locator Beacon, or Emergency Rescue Transmitter, and assisted in the mock search for the activated locator beacon. Approximately 40 persons attended the meeting prior to the mock search.

The location of the locator, transported by automobile, was unknown to all 10 aircraft participating in the search mission. Dick Kulberg and Herb Sammons, search coordinators at Cut Bank, handled the assignment of aircraft and their altitudes. The altitudes were assigned to permit the pilots to fly a regular "build and fade" problem to locate the beacon after they had detected the emergency signal.

The pin was pulled on the locator beacon at 10:00 a.m.—the aircraft departed Cut Bank at 10:15 a.m. By 12:00 all aircraft had discovered the general vicinity of the beacon within a mile or two and several had been able to spot the vehicle of the men who set the locator and pulled the pin.

The demonstration was very successful and as a result of the effectiveness of the beacon, twelve pilots have requested that Herb Sammons contact the company and place their orders for a locator beacon.

Jack Wilson was extremely pleased with the turnout and the results of the demonstration. He expressed his hopes that other MPA Hangars and other aviation groups will follow Cut Bank's lead in a similar endeavor.

99's ELECT PEARL MAGILL CHAIRMAN

At the August meeting of the Montana Ladies' 99's Pearl Magill of Glasgow was elected chairman for the '69/'70 term.

Other new officers are: Joan Orley, Lewistown—Vice Chairman; Rosemary Danker, Hamilton—Secretary; Betty Nunn of Billings was re-elected Treasurer.

HARLOWTON HOLDS SUCCESSFUL ANNUAL FLY-IN

HARLOWTON AIRPORT
ELEV. 4214'



Attending the Harlowton Fly-In Breakfast, lt. to rt. are Gordon Schmidt and Don Luther, Great Falls; Leonard Klock, Bill Sanders, Pete Klock, Paul Archer and Ed Mielke, all of Harlowton.

Eighteen aircraft arrived for the annual Fly-In Breakfast at Harlowton held on September 7th. They attended from Sacramento, California, and Portland, Oregon, in addition to Montanans from Missoula, Deer Lodge, Hamilton, Lewistown, Big Timber, Winifred, Helena, Miles City, Judith Gap, Two Dot and Great Falls. Great Falls aircraft included two home built's owned and piloted by Don Luther and Gordon Schmidt.

Transportation was provided from the airport to the breakfast held in the Harlowton Youth Center by members of the Key Club. Bill Sanders did an excellent job of operating the Unicom. Weather was excellent and a good time was had by all!

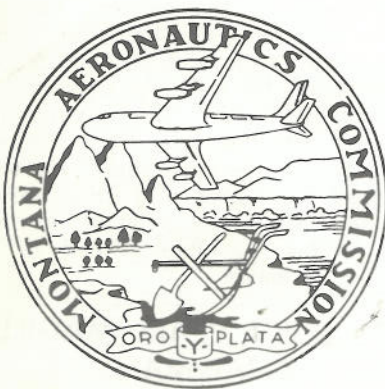
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